

COUNTRY East Germany

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SUBJECT Soviet Tank Repair Shop at Wuensdorf

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SUPPLEMENT TO
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25X1

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THIS IS UNEVALUATED INFORMATION

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- 25X1 1. Because of difficulties in the procurement of accessories, such as rivets,
screws and bolts, the work in the Soviet tank repair shop at Wuensdorf
25X1 was considerably slowed down in May 1952. Only 10 T-34 tanks were repaired
25X1 at the shop whereas the previous output was about 30 tanks per month.

Fifteen motorcycles were also repaired. (1)

2. The chief of the tank repair shop was one Lieutenant Khokhlov (fnu) and the
technical chief was the German Chief Engineer Fabian (fnu). About 300 Ger-
man skilled workers were employed at the shop during the period of observa-
tion. The personnel was to be brought up to a strength of 1,500 men. Most
of the workers came from Saxony and Thuringia. Only a small percentage of
the work force was made up of Soviet troops. (2)

3. A list indicating most recent information on the machinery of the tank repair
shop was obtained. The entire equipment consisted of new and modern machines
delivered by German machine plants in the Soviet Zone of Germany. (3)

- 25X1 4. During the period from 19 to 24 May, seven T-43 tanks, [redacted]
25X1 [redacted] arrived at the Wuensdorf tank repair shop for repairs. Tanks
25X1 seen at the shop on 24 May included: 17 tanks under repair in Workshop No 55A;
17 tanks needing repairs parked in, and in front of Workshop No 68; 3 overhauled
tanks in Workshop No 68; 4 nearly finished tanks in Workshop No 56; 3 tanks
under repair in Workshop No 56; and 1 tank on the parking lot for incoming
tanks. Between 26 and 30 May, T-34/85 tanks [redacted] arrived at the shop.
As no tanks were dispatched, their number came up to 47 which, on 30 May, was
broken down as follows: 13 chassis in Workshop No 55A; 19 tanks still to be
repaired in, and in front of, Workshop No 68; 3 overhauled tanks in Workshop
No 68; 4 tanks almost completed in Workshop No 56; and 3 tanks under repair
in Workshop No 56. On 20 May, about 30 sidecar motorcycles were hauled away
on trucks. During the period from 1 to 7 June, at least four tanks arrived.
All shops worked to capacity. From 27 to 28 chassis were counted in Workshop
No 55A. At a meeting, the foremen were informed that the quota of tanks to
be repaired in June 1952 was fixed at 30 tanks. The quota of 20 tanks for May
1952 had not been fulfilled.

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5. Between 26 and 30 May 1952, the soldiers who worked in the repair shop moved into the Iutz Kaserne. Billeting equipment was hauled away on trucks [redacted] Buildings Nos 70, 71, 73 and 74 thus vacated were reoccupied by a unit equipped with motor vehicles [redacted] between late May and early June. Trucks [redacted] continuously hauled billeting equipment to these buildings. (L) and (5).

[redacted] Comments.

- (1) Difficulties in procuring raw material have also been reported from other supply installation.
- (2) Colonel Khokhlov (fnu) (Tech) was mentioned as the chief of the Wunsdorf tank repair shop in a document found in Wunsdorf in April 1952. The German Chief Engineer Fabian (fnu) is also known from previous information. [redacted] It is doubted that the work force will be increased to 1,500.
- (3) The information that the entire equipment consists of new machines is of interest. The list indicates that the repair plant has a high-capacity.
- (4) The numbered repair shop sections are keyed to a sketch forwarded previously. [redacted]
[redacted] Buildings No 70 through 74, which had hitherto been troop quarters, were presumably vacated for units from Potsdam. It appears credible that these buildings were vacated by repair shop personnel. The quota of 30 tanks to be repaired in June confirms the high capacity of the installation.

(5) [redacted]

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